

NOTICES.

A. S. WATSON & CO., LTD.

WATSON'S PRICKLY HEAT LOTION AND POWDER.

Are a specific for Prickly Heat, and all skin eruptions caused by the hot weather.

DIRECTIONS.

Apply with a soft sponge and when nearly dry dust over with "The Dusting Powder." Irritation will entirely cease in a few moments and be succeeded by a most agreeably cool and refreshing sense of comfort and ease.

A light dose of WATSON'S SALINE APERIENT in the morning is also recommended as a detergent.

A. S. WATSON & Co., Ltd.
THE HONGKONG DISPENSARY,
Hongkong 8th August 1888.

The Hongkong Telegraph

HONGKONG, FRIDAY, AUGUST 10, 1888.

LOCAL AND GENERAL.

MESSRS. Gibb, Livingston & Co. have received a telegram from Singapore stating that the steamer *Bendall* left for this port to-day.

MESSRS. Adamson, Bell & Co., agents for the Canadian-Pacific Line, inform us that the steamer *Abysmal* arrived at Vancouver on the 7th inst.

THE departure of the P. & O. S. N. Co.'s steamer *Albatross*, with the homeward English mail, has been postponed until Sunday, the 12th inst., at 4 o'clock.

A CYNICAL Englishman, who has been spending some time in New York city, says that half the citizens are honest and reputable people, but the other half are politicians.

A REGULAR meeting of St. John Lodge, No. 618, S.C., will be held in Freemasons' Hall, Zealand Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

THE American Musical Comedy and Opera Company will appear at the Theatre Royal, City Hall, tomorrow night in Sir Julius Benedict's charming opera "The Lily of Killarney." Full particulars will be found in the advertisement in another column.

By kind permission of Major W. T. Ellis, and the officers of the 2nd Northamptonshire Regiment, the Regimental Band will play in the Public Gardens, on Sunday, the 12th instant, from 9 till 10 p.m. The following will be the programme:—

March "The Cavalier" Newman.
Valse "The Ambrosian" Klein.
Schottische "The Ambrosian" Klein.
Valse "The Ambrosian" Klein.
Valse "The Ambrosian" Klein.
Gavotte "The Ambrosian" Klein.

SAYS our morning contemporary:—"Some Canton manufacturers are considering the advisability of transferring their industries to Hongkong, provided the Government will give them facilities. White and red lead manufactories, glass, leather, and nail factories are a few of them. If this comes about it will be a great addition to the trade of the Colony." Will the *Daily Press* kindly indicate what particular facilities the Government is in a position to give to these manufacturers of white and red lead, glass, leather, nails, etc., etc.? And will the *Daily Press* also, for the sake of the little bit of reputation it still possesses, leave off publishing arrant nonsense, which sensible people only laugh at!

In the Chamber of Deputies on July 7th M. Deschanel called attention to the neglected condition of the graves of the French soldiers in the military cemetery at Sebastopol. The speaker recalled the circumstances under which the cemetery had been formed, observing that it was in consequence of a war in which both sides had displayed the greatest heroism, and in which there had been neither victors nor vanquished. (Applause) M. de Freycinet, in reply, admitted and expressed his regret at the neglected state of the cemetery, to remedy which, he announced, a credit of 700,000 francs would be asked from the Chamber. The Government, added the Minister of War, would not fail in its duty to honour the illustrious dead.

At the Police Court this morning an assault case was heard before Mr. Wodehouse in which the four defendants were the heads of a society called the Bamboo Chair-makers' Guild, and the complainant a Chinaman who, though a chair-maker, had no desire to belong to their society. Plaintiff said that about a month ago he worked at his trade as a journeyman in a shop in Pottinger Street, and that on the 21st July there was a feast given at the Guild's headquarters at Wanchai; he was one of the few individuals in the trade who was not present. It was well known to all the chair-makers who attended the dinner that he was not there. On July 23rd a member named Tai Yee Koo sent the four defendants to ask complainant to join the Guild and to pay the usual fee of \$18, which he refused to do. Afterwards this man came with the defendants and took complainant away to Wanchai, telling him that he must join, but that he need only pay \$3 if he would give the heads of the Guild a feast. Accordingly he paid \$3, and after a few days one of the Guild called on him and said he would lose his present employment if he did not pay up the remaining \$15. On the 5th August the defendants came to the shop and made his master dismiss him. Three days afterwards, while he was walking along Pottinger Street, the same men assaulted him, when he gave one of them in charge of the police, and the others ran away, but they were afterwards arrested. The case was at this stage remanded until to-morrow at 10 a.m.

THE Villa-Casati Italian Opera Company arrived at Hilo on the 16th ult., and on the 21st gave their opening performance at Jaro, a town in the vicinity.

A GEORGIA paper advertises for thirty or forty good billy-goats to butt the Common Council. That is not so bad, but in some places we are acquainted with there is no occasion for billy-goats—the Councilors make excellent butts of themselves.

SERMONS on behalf of the Church Missionary Society will be preached in St. Peter's Church on Sunday, in the morning at 11 o'clock by the Rev. J. B. Ost, and at 6 in the evening by the Right Rev. Bishop Burdon. The offertory collections will be given to the Society.

A VIOLENT storm raged over Vigan, South Ilocos, in the Philippines, on the 13th ult., destroying all the crops and bringing down a number of houses. The rivers overflowed their banks, and at Salomague three sloops foundered between Sontan and Bongcas. No loss of life has been reported.

THE *Avenir du Tonkin* publishes a recent decree by the Acting Governor-General of French Indo-China, by virtue of which an administrative centre has been created in each *phu* or district of the territory under the Protectorate, to be controlled by a delegate from the respective provincial Residents.

COLONEL FERREIRA DA SILVA, of the Macao Police force, having completely recovered from the wounds he received in the *melle* with the pirates in June last, was entertained to a dinner at Hing-Kee's Hotel on the 3rd inst., his friends and brother officers mustering in good numbers to testify their sympathy.

BRACHCOMBER—Beg pardon, mum, but could ye have the kindness to lend me a box of sardines to open with this can-opener? Lady Philanthropist—I am sorry I can't, my poor fellow; and yet I can't allow the suffering and destitute to leave my door empty-handed. Here's a tract, "How to find heaven," from which I am sure you will find consolation. Good morning.

SCENE at a Melbourne Suburban Town Council (respectfully dedicated to the Hongkong Sanitary Board). First Councillor (speaking on the drainage question): "We must, I say, gentlemen, consider this question (*hic*) temperately." (Getting red in the face.) We must be calm gentlemen—by thunder we must be calm." Second Councillor (rising up excitedly and striking the table with his fist): "Yes, by Jemusalem, we must. If first man isn't calm I—I'll punch his bloomin' head." General riot, during which Mayor rises from his chair and goes to the nine-foot back-yard to have it out with another Councillor.

HERE is a chunk of news from the San Francisco *Chronicle*:—"You very often hear people wonder why men in business in China rarely learn Chinese. They all use 'pidgin English.' It is not altogether because the language is so hard to learn. It is a good deal because somehow the Chinese don't like to do business with foreigners who speak Chinese. Chinamen like to discuss pro and con a purchase before the foreigner, and they seem to think that a knowledge of the language proves him a sharper business man and harder to deal with. It is pretty much the same feeling that makes the foreigner in China object to a Christian Chinaman as a servant. He knows too much, and is doubly distrusted if he is a professed convert."

THE *Law Journal* states that in response to a request for an opinion on trial by jury from Herr Gustav Falckner, a Swedish advocate of distinction, desirous of introducing the system in his country, made in the year 1886, Lord Herschell (then Lord Chancellor), Lord Coleridge, Sir James Hannen, and Baron Pollock, wrote the interesting letters which were printed the other week. All pronounce in favour of juries in criminal cases, but Lord Coleridge would, in litigation, "far rather run his chance of getting a bad judge to try it than a good jury," judges being in his view, "even at the worst, amenable to the opinion of their profession, which, on the whole, is very rarely wrong," while Sir James Hannen says, "If I had any litigation I should prefer submitting the question to a jury to one of the judges taken at random." The rest of the learned judges consulted, including Lord Justice Lindley and Mr. Justice Mathew, who answered orally, agree in approval of juries for the trial of civil actions in which there are plain issues to be tried. Sir James Hannen lays stress on the "impersonality" of juries, and Judge Chalmers, cited by Baron Pollock, contrasts the judge "embarrassed by the feeling that his decision is in some sense a precedent," with the jury "haunted by no such spectre."

THE two new steamers of the International Steamship Company—the late Imman Line—called *City of New York* and *City of Paris*, are already built, or in course of construction, by Messrs Thomson & Co. of Clydebank, and will be powerful rivals of the two ships in course of construction at Belfast for the White Star Line. They will have a total length of 525 feet on the water line, 63 feet beam, and 42 ft. depth. The *City of New York* is 565 feet in length and 58 ft. beam. The "Cities" will have fifteen main watertight compartments and fourteen transverse bulkheads. None of these will have any openings at a point lower than 11 feet above the water line. By this system assurance against the most serious collisions is guaranteed, if the bulkheads are tight. They will have double bottoms fore and aft, are owned by a very considerable extent by Americans, and may, possibly, in the near future, be nationalized by the United States, whose capitalists have had such an experience of American built steamers as to induce them to try builders in other countries. All four ships will have their upper decks constructed and partially fitted for the working of heavy breach-loading guns, and will be strengthened in such a manner as to carry rifled artillery capable of sinking the fast cruisers of other European nations.

THE building used as the parish school of San Lorenzo, in Macao, was struck by lightning on the morning of the 3rd inst. No injury was done to the inmates.

WE hear that the Victoria Dispensary has been transformed into a joint stock company, and will in future be carried on under the direction of a Consulting Committee and Manager. The capital of the new Company is \$30,000.

THE organ of the German Free Masons states that the Kaiser is strongly prejudiced against the craft, and is consequently in this respect very unlike his father and grandfather, who were both distinguished Masons. Wilhelm II has never been initiated into the order.

TO-DAY five shopkeepers, four of whom occupy premises at No. 19, 61, 69 and 78, Third Street, were summoned before Mr. Wodehouse by the Inspector of Weights and Measures for being found yesterday in possession of false and incorrect balances. The charges being proved, defendants were fined as follows.—The occupier of No. 19, \$25; of No. 61, \$10; of No. 69, \$25; of No. 78, \$25, and another tradesman in a different locality \$35 for the same offence; the false balances in all cases to be forfeited.

SAYS the London *Daily News*:—"Why should India suffer from that pest of Hindostan—the tiger—while tiger hunting is so profitable a pursuit? Tiger skins, according to Mr. Holland, our Consul at Newchwang, have been in great demand in that part of China for the last dozen years. The price of a good skin well marked and of fair size, that is about thirteen feet from the nose to the tip of the tail—is now about 16l. 10s. to 22l. In 1861, the first year of the business, eight tiger skins were bought for sixty-four taels, or about 14. 15s. 4d. each. These, it is added, were splendid specimens, for which 75 taels could in these times be obtained; but they are now not easily procurable. Armed with one of those excellent rifles which the Continental Governments are discarding and selling off wholesale for the sake of some real or fancied superiority in the latestest new arm, an enterprising native in the tiger infested districts ought to be able to pick up a comfortable living."

THE repetition by the American Musical Comedy and Opera Company of Sydney Grundy's farcical comedy "Arabian Nights," preceded by a musical olio, attracted another large audience to the Theatre Royal, City Hall, last night. The concert presented few features calling for special criticism, and judging by last night's efforts we are scarcely disposed to consider that the *fof* of Mr. Willard's company lies in this particular direction. That most of the ladies and gentlemen forming the combination are capable of pleasantly rendering the ordinary class of concert room music must be readily admitted, but with the exception perhaps of Miss Hare and Mr. Imano, there is not one of them whose vocalisation has yet soared above the dull level of amateur mediocrity. And we cannot say that we are greatly surprised, having known so many clever and successful operatic, opera bouffe and burlesque artists who were comparative failures when facing the music of the concert room in the conventional garb of modern society. During the past dozen years there has only been one professional concert in this Colony which has reached the somewhat high standard achieved by our local amateurs, and the singers on that occasion were the members of the first Italian Opera Company brought out to China by the late Signor Cagli, including Signora Rosa Genolini and Mancini, and Signori Sbriscia, Bergamaschi, Baggiola and Cortesi. However, last night's concert was a pleasant enough entertainment of its kind and appeared to be highly appreciated by the audience. Mr. Whiffen Cripps, who possesses a very agreeable voice, sang "Farewell for ever" with considerable effect, which was somewhat marred by the singer's stiff attitude. In a duet from "Don Giovanni" Miss Hare and Mr. Imano were only moderately successful, although their voices blended well together, and then Mr. Fisher gave a tricky rendering of "The Anchor's Weighed," doing himself anything but justice. Miss Hare was heard to better advantage in "Kathleen Mavourneen," and in response to an *encore* sang that old favorite, "Cherry Ripe." This lady sings with great taste and her execution is facile and graceful, but her voice, a rather light and shrill soprano, is lacking in volume. Mr. Imano's "The Bedouin's Love Song," albeit a tendency to sing flat was noticeable more than once, was by far the most successful item on the programme, and the singer was deservedly encored. If Miss Flo Morrison had sung to her audience instead of to the "deities," we would probably have discovered the merits in "Close, thou gentle sleep" which elicited warm applause from certain parts of the house. Miss Morrison has a fairly strong mezzo-soprano vocal organ, but her method is crude and ineffective. Barnett's "The Magic wove scarf," sung as a trio by Miss Hare and Messrs. Imano and Fisher, was very tastefully rendered. The *pliz* de *resistance* of the evening's bill of fare has already been criticised at length. Mr. Willard was again admirable in every way as *Hummingtop*, and he was most ably supported by Miss Gracie Whiteford, Miss Leamington and Mr. Fisher. Miss Flo Morrison was a charming *Mrs. Hummingtop* and acted with a *naivete* and freshness not often seen on the local stage. We can also commend the efforts of Miss Vera Pacey and Miss Arline, these two young ladies doing wonders with minor parts. Mr. Sutich, a careful actor, made a capital *Dobson*. As *Joshua Gilliland* Mr. Sheridan was, of course, excruciatingly funny, but in our opinion the impersonation might have been toned down considerably without losing any of its effects. "Arabian Nights" is a very cleverly constructed little comedy, very smartly written, and, in spite of all gossip to the contrary, there is really not an offensive line or indelicate suggestion in it from beginning to end. As a whole it was capitally acted last night.

RICHARD MINQUIST, a young Swedish sailor, at present playing the part of a gnat bird in Hongkong for the second time within a very brief period, stood before "the beak" at the Magistrate's court this morning, charged with the same old offence to which his class so invariably fall victims—of being drunk and incapable in the streets on the 9th inst. Under the painful circumstances his Worship inflicted the heavy penalty of 50 cents, which, however, proved too much for Richard's slender resources, and he was again sent into retirement till some steamer comes along to take him to Australia, where "white men" of his fraternity are just now having a high old time.

THE Manila *Diario* is in receipt of further news from the province of Albay, to the effect that by the recent eruption of the Mayon volcano such a quantity of white ashes fell over the neighbouring villages of Guinobatan, Ligao and Camaling that the fields looked as if they were covered with snow. This kind of snow was, however, so obnoxious that it penetrated into the houses, deposited a layer over the floors, and powdered all the clothing and furniture. Fortunately an unusually heavy rain came on the next day, and the whole province of Albay was thoroughly washed. According to latest news the imposing Mayon has subsided into comparative inactivity, its crater only throwing a spiral column of white fumes, giving one the impression that it is smoking a gigantic cigar. The coincidence of this eruption with that of Bandai-san in Japan is giving room for many conjectures among seismological theorists.

THE entries for the English Derby and Oaks for 1890 closed on July 10th. The following are the new conditions:—"The Derby Stakes of 5,000 sovs. for the winner, 500 sovs. for the nominator of the winner, 300 sovs. for the owner of the second, and 200 sovs. for the owner of the third; for colts, and fillies 8st. 10lb. then three years old; by subscription of 50 sovs. each, h. ft. if declared by the first Tuesday in January, 1890, and 10 sovs. only if declared by the first Tuesday in January, 1889; any surplus to be paid to the winner." About a mile and a half, starting at the High Level Starting Post. Now yearlings. The Oaks Stakes of 4,000 sovs. for the winner, 400 sovs. for the nominator of the winner, 300 sovs. for the owner of the second, and 200 sovs. for the owner of the third; fillies, 8st. 10lb. each, then three years old, by subscription of 50 sovs. each, h. ft. if declared by the first Tuesday in January, 1890, and 10 sovs. only if declared by the first Tuesday in January, 1889; any surplus to be paid to the winner." About a mile and a half, starting at the High Level Starting Post. Now yearlings.

THE Shanghai Pilotage case, on a re-hearing, has been decided against the plaintiff, a badly advised pilot who took such a trumpery matter a second time into the Supreme Court of the Model Settlement. It may be remembered that the plaintiff, a licensed Shanghai pilot, made an attempt to board the British steamer *Glenfruin* during the night in the early part of July, while the steamer was on her passage from this port to the terminus of her voyage—Shanghai. The defendant was the master of the *Glenfruin*, Captain Norman, who had an old pilot on board named Campbell, coming out as a passenger from London and who had, previous to his going home on leave, always piloted the "Glen" steamers on the Shanghai River. But on the night of the 2nd July last, Captain Norman, who had arrived in pilotage waters, was looking for Mr. Brand, and had that well-known pilot's private signal exhibited, when the plaintiff hove in sight, and made his own private signal—a white light—which he contended was answered by the *Glenfruin* on two different occasions, and which in consequence induced him to think that he was wanted, and so he went below to change his dress, and embarked in his small punt, in order to get on board the steamer. On approaching the *Glenfruin* he was hailed by Captain Norman, who wanted to know if "that was Brand," but did not hear the hail, so he said, till he had got close alongside, when the defendant said "Where is Brand?" to which plaintiff, now understanding he was not wanted, answered in offensive language that he was not Brand's keeper, or some words to that effect. Possibly he knew were Brand was, and made sure of being engaged in Brand's absence, and so he might, but for the presence on board of the Company's old pilot, Campbell, who naturally took charge of the ship (he had so often piloted). Under the circumstances of Brand's absence. There was consequently nothing for the plaintiff to do but to pull back to his schooner, which was no doubt very annoying during a possibly dark, windy and wet night, with a more or less dangerous sea running. However, such conditions, if existing, are merely the vicissitudes of a pilot's life, and it might readily be thought by the defendant that he served the pilot quite right for not having a more certain night signal, causing trouble and annoyance to himself and to all careful navigators. A single white light is really no effective night signal at all, because in most steamers, and particularly in passenger vessels, a white light shines out of the air port of every cabin, besides being necessary in various parts of the deck in approaching any pilotage ground. The trouble all seems to have been caused by the stupidity of the plaintiff in expecting that a single white light was going to be understood by approaching strangers as anything more than one of the many white lights which are always to be seen about the decks of either steamers or pilot boats. A jump, for example, invariably shows a white light in hauling in her nets, and a steamer frequently exhibits her binnacle light by an accidental rollover or an evolution in turning. But the defendant's solicitor might have contended that even though his client had answered a sensible night signal, such as two blue lights simultaneously, or in quick succession, there could have been no legitimate claim, because there had been no previous understanding or agreement. That it should require two solicitors and two learned judges to settle such a trumpery claim as this, would certainly appear to be a burlesque on English justice and common law.

MANILA papers received by the last steamer reported the Cagayan Bar obstructed by a sand-bank.

THE Liberal successes in the municipal election in Italy are said to have greatly alarmed the Vatican, and the Pope, who is opposed to intervention of the clergy, will counsel them to abstain from future elections.

DARIN & Co., Limited, of London, will shortly establish an extensive dispensary and drug store in the premises opposite the Hongkong Hotel formerly occupied by Mr. Kuhn's Japanese Fine Art Gallery and Humerfaut's hair-dressing establishment.

A LOCALITY in the vicinity of Manila, denominated Old Bilbid, was found to be completely inundated on the 23rd ult., owing to the late heavy rains. On the 24th the whole of Novales Street in the San Miguel parish of Manila was also under water.

A NEW torpedo boat for the French navy, named the *Courrier*, was lately launched at Chiswick and is said to be the fastest vessel of that class in the world, as she is able to steam 26 knots and hour. She is built of steel, is 147 feet in length, by six in breadth, and owes her great speed to a new type of boilers.

ON board the Canton steamer. Missionary gentleman—And so you do not believe that sinners are sufficiently punished for their sins on this earth?

Old China hand (after a moment's consideration)—Well, yes, I do; (and very suggestively) but I don't until I heard you preach.

And a grim and dreadful silence fell over that dinner table, which even the native humour of the genial skipper was unable to stall off.

A MILITARY correspondent asks us whether a smoking concert given by the members of a club to their own friends, and where admission is by invitation only, can legally be considered a public entertainment. We should say that there cannot be the least doubt on the point—it is not a "public entertainment in any sense." The fact that some mention of the concert has been made in the newspapers has nothing to do with the question at issue. It would indeed be hard lines if people were to be held liable for the silly vagaries of a thoughtless and irresponsible press-man.

It seems that in a report of a Police Court case published in our yesterday's issue we unwittingly did Mr. Schlumberger, of the Comptoir D'Escompte de Paris, some injustice. We hasten to make the *amende honorable*. Mr. Schlumberger was fined two dollars on the complaint of four chair coolies who carried him up to the Peak Hotel last Friday night, for not paying their fares and for damaging their vehicle. The true facts, which have been submitted to us on reliable authority, do not appear to have been elicited at the hearing before the magistrate, defendant, a foreigner, being at a disadvantage in clearly stating his case. Mr. Schlumberger admits that, annoyed by the insolent importunities of the coolies, he upset one of the chairs on the roadside; but that was the head and front of his offending, and no actual damage resulted. He never refused to pay the chair-hire, nor was any claim made against him for damaging the chair; the first intimation he received was on Tuesday, when a summons was handed to him—up to that time he had neither seen the coolies nor heard from them since Friday. Mr. Schlumberger was summoned for "having unlawfully refused to pay the fare on the termination of the hiring," and as no application was made for payment, and as he never refused to pay, he is at a loss to understand why he was summoned and what was the legal grievance of the coolies. He also fails to recognise the justice of his being made the subject of a paragraph in each of last night's papers. We sympathise with Mr. Schlumberger, who evidently has been made the victim of an unfortunate misunderstanding, and regret that anything unfair or uncalled-for should have appeared in our columns.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before the Hon. J. Russell, Acting Chief Justice.)

THE "ESTRELLA" CASE.

The case for the defence was resumed this morning.

The Attorney-General, continuing his address, said that when the ship was handed over to Rapp there was little probability of her being attached. However an affidavit was made that claims on the *Estrella* had not been satisfied, and the aid of the Vice-Admiralty Court invoked, a grave abuse of judicial power. So long as the ship was in Ortiz's possession, and there had been no transfer to a purchaser, she was liable to attachment at the suit of anyone. But the moment she passed out of his hands no claim brought against him would warrant her arrest. Therefore the attachment by J. H. Smith was illegal. He proposed to call Mr. Caldwell and Mr. Melbye to refute the charges of fraud which had been emphasised and pressed in so unqualified a manner.

His Lordship asked again if the allegation of fraud would be withdrawn by the plaintiff.

Mr. Francis preferred not to, just then.

His Lordship—Then go on; those who make the charges will have to prove them.

Mr. Caldwell was then called and stated—I have been concerned, professionally, with the *Estrella* since May 1884, but my connection with Mr. Melbye commenced in March 1885. He told me he had agreed to sell the vessel to Mr. Rapp, and I had an interview with him on the 30th March. A notice had been previously advertised in the local papers worded in such a way as to prejudice the sale of the vessel, and I had written to the Smiths about it. Mr. Rapp came to learn what the notice meant, and I told him that, notwithstanding that notice, I saw no reason why he should not buy the ship, as, according to my instructions, the Smiths had no valid claims against the steamer. I added that as there was a difficulty in the matter I would rather not act for him, and that he had better get independent advice. It was then arranged that Mr. Holmes should act for Mr. Rapp, and he was accordingly instructed. On the 14th April the ship was attached at the suit of McGregor Smith, and on the 15th I advised Mr. Melbye to give security, to release Mr. Holmes and Mr. Rapp from their liability, and that the ship was released. I made every exertion to get her released. I saw Mr. Holmes on the

12th May, and it was then distinctly resolved that Mr. Melbye should give security. But in spite of every effort none was given, as Mr. Holmes and Mr. Rapp knew. On the 27th May I wrote to Mr. Holmes saying that I expected to have the vessel clear next day by guaranteeing security. The vessel was then held by McGregor Smith. I fully expected that security would be given. A hitch occurred, however, as Mr. Melbye's power of attorney did not authorise his doing so. There was considerable delay, as I referred the matter to counsel, who endorsed my opinion. An urgent telegram was sent to Mr. Ortiz, and the necessary authority was sent on the 16th June. I acted on it at once, arranging the matter that day. There was then no impediment to the completion of the transfer, but I knew all along it was possible that Mr. J. H. Smith might press his claim, rightly or wrongly. On the 1st June I received a letter from Mr. J. H. Smith's agents, demanding \$1,000 damages from Mr. Ortiz as damages for non fulfilment of an agreement to sell certain shares in the *Estrella*. I replied denying the claim. Next day Smith's solicitors wrote and offered to accept security, to save expense. On the 10th June I issued a writ of security. Mr. Holmes and Mr. Rapp were thoroughly acquainted with all this; they were kept "posted" from time to time. I positively swear that. The sureties I named were refused, and I therefore offered to deposit \$4,000 with the Chartered Bank, in the joint names of one of each side, on the understanding that the ship was not attached. Later in the same day I wrote a second letter withdrawing the first, "for extraneous reasons." The same day Holmes and Rapp called on me and were acquainted with these facts for the first time. Nothing had been said to J. H. Smith, and I gave security for McGregor Smith's claim, and effected the transfer.

The Attorney-General—It is alleged that on the 20th or 30th March when Rapp and Melbye first came to see you, you took up some slips of paper and stated that the ship had been arrested by several people, but that three had voluntarily withdrawn. Is that correct?

Witness—They were from a bundle of notices of discontinuance in the Admiralty suit. There was nothing against the steamer at that date. There is no truth in the statement of Rapp that I said I could sell the ship with the highest possible title, and that if there was trouble Mr. Ortiz would be responsible. I said "Your solicitor has to look after the title." There is not a word of truth in Mr. Rapp's statement that he said to me "If there is any trouble about it I would rather have nothing to do with it," and that I said there could not be any trouble. I fully explained the legal position to him. The conversation which Rapp alleges took place on the 10th June, about his getting a flag from the German Consulate, and my anxiety to see him, never took place. I did tell him he must not hoist the German flag as it would be contempt of Court. He was very anxious to get the bill of sale completed in time, being in terror that the Chinese would not take her over. The transfer was not effected on the appointed date because I could not satisfy Mr. Holmes that the attachment was withdrawn, and he could not let the money be paid. At Mr. Rapp's request, therefore the transfer was effected a week later. I never asked Rapp to come to my office, as he stated, and his statement that I did so is absolutely false. I did say to him what I have told you about the German flag, because he seemed to think that would make the ship safe. It is utterly untrue that I allowed him to pay \$4,000, and the same day to let him have the ship. It is equally untrue that he heard that day for the first time that the ship was not free; he knew it perfectly well, even when he paid the \$500. He retained part of the purchase money because of that. I felt for the first time, on the 10th June, that I could honestly tell Holmes that the ship was free, as it was the first time she had been during the negotiations. I was exultant, and I said "She's free now, but before you pay the balance I advise you to go to the Court and satisfy yourself." He said, there and then, Mr. Rapp, "I think, going too. It was then I said to Rapp, 'I will never take her out of the jurisdiction you had better look sharp about it.' That was not a recommendation of mine, but referred to an intention, which Mr. Rapp had already expressed, of taking her away—to Canton, I think, as soon as he got possession of her. I added that she would not be able to come here again, as the people would be on the look-out for her. He said he didn't care, as she was sold to a Chinaman who wanted her for trade elsewhere. It is not true that when he asked me if I had given security to J. H. Smith I dropped back in my chair and said "What could I do? I never came for it." What I did say was that Smith had done nothing, although he was free to make his claim, and that therefore no security was necessary.

By Mr. Francis—I have read the papers about the earlier hearing of this case. I believe Mr. J. H. Smith's claim was founded on some share transactions. I see that Mr. Holmes says that on the 10th June he learnt for the first time that the ship was not free, and I am sorry that he is under the impression. I certainly had told him before that the sale could not go through because I was not in a position to transfer the ship. I do not recollect telling Mr. Rapp, Mr. Melbye's note to Mr. Rapp that "everything was all right now" was incorrect. My letter to Wotton and Deacon to the effect that I had changed my mind, and was not prepared to provide security for McGregor Smith's claim, was not "bluff." I think I had the money to deposit, but I did not intend to deposit the money at all. I wanted to convey the impression that I should possibly provide it next day. I told Mr. Holmes of the purport of that letter before the 16th June. When the vessel was seized under the *logis* action we did not move in the matter, as we thought the vessel was Rapp's. I threw up the case on the 10th August. I did not supply a bill; I accepted a lump sum. I had so much of the *Estrella* I never went to hear of her again.

The Court then adjourned until Monday morning.

IN SUMMARY JURISDICTION.

(Before Mr. A. J. Leach, Acting Puisne Judge.)

DAVER V. DEYJEE.

His Lordship delivered the following judgment:—"This is a suit to recover \$80 as damages for the breach of a contract to deliver 5 shares in Hongkong Rope Manufacturing Co., Limited, made on the 7th January last, and the amount claimed is based on the difference between the contract price viz., \$48 per share, and the market value of the shares at the time of the breach, which is alleged to have been on the 9th July, when the shares are said to have been at \$8. According to the plaintiff's evidence, on the 6th January last, Mr. Apar, a sharebroker, came and offered the plaintiff 25 'Ropes' at \$18 per share each, naming the defendant as the vendor. The plaintiff closed with the offer, but on the following day the broker came back to him with only 20 shares, informing 'the plaintiff' that the defendant had only 20 shares to sell, and that he would let him have the remaining 5 later on. The plaintiff took the 20 shares, and as this was a transaction, there was no breach, no damages, but the plaintiff says 'as a matter of business, he requested the broker to give him

Commercial.

TO-DAY.
THE SHARE MARKET.

5 o'clock.

Banks have been a trifle weaker to-day, sellers ruling the market at 158 per cent. premium. A small business has been put through in Hongkong Shares at 345, and further shares are now on offer at that rate. Docks, after having been placed at 33 and 34 per cent. premium for the end of the month, are now in good demand for cash at the latter quotation. In Steamboats a few transactions at 217 ex. div. have been reported. Business has been done in the China and Manila Steamship Co.'s scrip at as high as 115, but there are no shares on offer at 112. China Sugars, owing doubtless to the many and conflicting reports which both "bulls" and "bears" make it their business to circulate, have experienced an Irish rise, and sales, (which we could not verify) were reported this forenoon at 184. However, the stock is decidedly weaker, with cash sellers at from 185 to 186. Sales have been arranged in A. S. Watson & Co.'s scrip at 100 per cent. premium, but there are further sellers at that figure. We also learn that business has been done in the Tramway Co.'s shares at various rates between 280 and 400, but we are not in a position to vouch either as to the extent or genuineness of these reported transactions. That the tramway is paying splendidly cannot be doubted, but whether, under all circumstances, the stock is worth its present quoted value—375 per cent. premium—we must leave those interested to decide for themselves. A "boom" is also reported in the shares of Campbell, Moore & Co., Limited. Having knocked the opposition shop clean out of time—and we fancy the sponge has been at last finally thrown up—it was only reasonable and in the ordinary course of things that the shareholders of this popular, tenorial establishment should experience a glimpse of that silver lining which has been obscured so long by black clouds. The premises formerly occupied by the rival knights of the razor and scissors who, we learn, have shortly opened as a drug store by the well-known London house, Dakin & Co., Ltd., who have also secured the shop directly opposite; formerly Mr. Kuhn's Japanese Fine Art gallery. Another item of interest is that the business as chemists, apothecaries, etc., formerly carried on at the Victoria Dispensary by Mr. W. Cruickshank, has this day been registered as a limited liability joint stock concern. No prospectus having come under our observation we are not in a position to state what the philanthropic circumstances are which have induced the proprietor to offer this essentially "good thing" *pro bono publico*. Nothing else at present need be specially alluded to.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—158 per cent. premium, sellers.

Union Insurance Society of Canton—\$87 1/2 per share, sellers.

China Traders' Insurance Company—\$74 per share, sellers.

North China Insurance—Tls. 285 per share, buyers.

Canton Insurance Company, Limited—\$80 per share, sellers.

Yangtze Insurance Association—Tls. 85 per share, sellers.

Chinese Insurance Company—\$180 per share, buyers.

On Tai Insurance Company, Limited—Tls. 150 per share.

Hongkong Fire Insurance Company—\$345 per share, sales and sellers.

China Fire Insurance Company—\$78 per share, sellers.

Hongkong and Whampoa Dock Company, 34 per cent. premium, buyers.

Hongkong, Canton, and Macao Steamboat Co.—\$217 per share, ex. div., sales and sellers.

China and Manila Steam Ship Company—112 per share, sellers.

Hongkong Gas Company—\$135 per share, sellers.

Hongkong Hotel Company—\$175 per share, sellers.

Indo-China Steam Navigation Company, Limited—12 per cent. dis., sellers.

Douglas Steamship Company—\$60 per share, sales and sellers.

China Sugar Refining Company, Limited—\$185 per share, sellers.

Luxon Sugar Refining Company, Limited—\$58 per share, sellers.

Hongkong Ice Company—\$80 per share, buyers.

Hongkong and China Bakery Company, Limited—\$80 per share.

Hongkong Dairy Farm Co., Limited—\$12 per share.

A. S. Watson & Co., Limited—100 per cent. premium, ex. div., sales and sellers.

Chinese Imperial Loan of 1884 A—2 per cent. premium.

Chinese Imperial Loan of 1884 B—4 per cent. premium.

Chinese Imperial Loan of 1886 E—13 per cent. premium.

Hongkong Rope Manufacturing Company, Limited—\$82 per share.

Perak Tin Mining and Smelting Company—\$5 per share, nominal.

Punjab and Sindh Dug Samant Mining Co.—\$101 per share, sellers.

Hongkong and Kowloon Wharf and Godown Company—66 per cent. premium, sellers.

Tongkin Coal Mining Co.—35 per cent. premium, sellers.

The Hongkong High-Level Tramway Co., Limited—375 per cent. premium, sales and sellers.

EXCHANGE.

ON LONDON.—Bank, T. T. 2/11 1/2
Bank bills, on demand 3/0
Bank bills, at 30 days' sight 3/0 1/2
Bank bills, at 3 months' sight 3/0 1/2
Credits at 4 months' sight 3/0 1/2
Documentary bills, at 4 months' sight 3/0 1/2

ON PARIS.—on demand 3/70
Credits at 4 months' sight 3/80
On India, T. T. 22 1/2
On Demand 22 1/2

ON SHANGHAI.—Bank, T. T. 7 1/2
Private, 30 days' sight 7 1/2

EXPORT CARGOES.

Per *Merianth*, str., for London—745 boxes Tea (Gongon, 103,866 lbs.); 3,170 boxes Tea (Scented Caper, 66,570 lbs.); 4,881 boxes Tea (particular unknown). For Hamburg—58 cases Camphor. For London and/or Hamburg—519 packages Tea (particular unknown), 449 cases Camphor, 74 packages Cane, and 20 bales Feathers.

Per *Preussen*, str., for Alexandria—2 chests Tea. For Beyrouth—5 cases Glass Bangles. For Amsterdam—100 packages Merchandise. For Genoa—20 boxes Essential Oil, and 13 packages Tea from Foochow. For B. smabaven—2 rolls Matting. For Hamburg—3,375 packages Tea from Foochow. For B. smabaven—2 cases Silks, 2 cases Tea, 1 bale Feathers, and 1 case Tea from Foochow. For New York—9 cases Silks, 29 rolls Matting, and 5 cases Merchandise. For Antwerp—30 cases China-ware, 13 cases Black Woodware, 30 bales Feathers, 31 bales Matting, 5 cases Merchandise, and 420 chests Tea from Foochow. For London—2 boxes Treasure (value \$37,297.88), and 20 cases Bristles. For Bremen—8 cases Tea, 2 cases Silks, 34 rolls Matting, 95 packages Rattan, 116 cases Ginger, 46 cases Merchandise, and 1,243 packages Tea from Foochow.

OPIUM MARKET.—THIS DAY.

NEW MALWA, per picul—\$530 to \$550 (Allowance, Tals 16 to 16 1/2).

OLD MALWA, per picul—\$570 to \$580 (Allowance, Tals 16 to 16 1/2).

NEW PATNA, (without choice) per chest \$502 to \$512 (\$512).

NEW PATNA, (bottom) per chest—\$530.

NEW BENARES, (without choice) per chest \$497.

NEW BENARES, (bottom) per chest—\$527.

NEW PERSIAN (best quality) per picul—\$600.

OLD PERSIAN (best quality) per picul—\$600.

OLD PERSIAN (second quality) per picul—\$550 to \$575.

CHINA COAST METEOROLOGICAL REGISTER.

9th August, 1888.—At 4 p.m.

STATION.	Barometer reduced to sea level.	Thermometer.	Wind.	Direction.	Force.	Weather.	Remarks.
Wanchow	30.0	80	SE	4	0	Cloudy	
Shanghai	30.0	80	SE	4	0	Cloudy	
Amoy	30.0	80	SE	4	0	Cloudy	
Swatow	30.0	80	SE	4	0	Cloudy	
Shanghai	30.0	80	SE	4	0	Cloudy	
Amoy	30.0	80	SE	4	0	Cloudy	
Swatow	30.0	80	SE	4	0	Cloudy	
Shanghai	30.0	80	SE	4	0	Cloudy	
Amoy	30.0	80	SE	4	0	Cloudy	
Swatow	30.0	80	SE	4	0	Cloudy	

10th August, 1888.—At 10 a.m.

STATION.	Barometer reduced to sea level.	Thermometer.	Wind.	Direction.	Force.	Weather.	Remarks.
Wanchow	30.0	80	SE	4	0	Cloudy	
Shanghai	30.0	80	SE	4	0	Cloudy	
Amoy	30.0	80	SE	4	0	Cloudy	
Swatow	30.0	80	SE	4	0	Cloudy	
Shanghai	30.0	80	SE	4	0	Cloudy	
Amoy	30.0	80	SE	4	0	Cloudy	
Swatow	30.0	80	SE	4	0	Cloudy	
Shanghai	30.0	80	SE	4	0	Cloudy	
Amoy	30.0	80	SE	4	0	Cloudy	
Swatow	30.0	80	SE	4	0	Cloudy	

The barometer is falling along the coast of China comparatively cool rather damp and overcast weather prevails round the northern part of the coast.

Temperature in the shade in degrees Fahrenheit.

Humidity in percentage of saturation.

Direction of wind in degrees.

Force of wind in miles per hour.

State of sky in degrees.

Direction of rain in degrees.

Force of rain in inches.

Direction of fog in degrees.

Force of fog in miles.

Direction of hail in degrees.

Force of hail in inches.

Direction of snow in degrees.

Force of snow in inches.

Direction of sleet in degrees.

Force of sleet in inches.

Direction of drizzle in degrees.

Force of drizzle in inches.

Direction of rain in degrees.

Force of rain in inches.

Direction of fog in degrees.

Force of fog in miles.

Direction of hail in degrees.

Force of hail in inches.

Direction of snow in degrees.

Force of snow in inches.

Direction of sleet in degrees.

Force of sleet in inches.

Direction of drizzle in degrees.

Force of drizzle in inches.

HONGKONG TEMPERATURE.

Barometer.	Thermometer.	Wind.	Direction.	Force.	Weather.	Remarks.
30.0	80	SE	4	0	Cloudy	
30.0	80	SE	4	0	Cloudy	
30.0	80	SE	4	0	Cloudy	
30.0	80	SE	4	0	Cloudy	
30.0	80	SE	4	0	Cloudy	
30.0	80	SE	4	0	Cloudy	
30.0	80	SE	4	0	Cloudy	
30.0	80	SE	4	0	Cloudy	
30.0	80	SE	4	0	Cloudy	
30.0	80	SE	4	0	Cloudy	

MAILS EXPECTED.

THE FRENCH MAIL.

The M. M. Co.'s steamer *Melbourne*, with the French mail of 14th ultimo, left Singapore on the 8th instant, at 6 a.m., and may be expected here on or about the 14th.

THE CANADIAN MAIL.

The steamer *Zambesi*, with the Canadian mail, left Kobe on the 5th instant, and is due here on the 10th.

The steamer *Port Adelaide*, with the Canadian mail, left Vancouver on the 20th ultimo, and is due here on or about the 18th instant.

The steamer *Parthia*, with the Canadian mail, left Vancouver on the 1st instant, and is due here on or about the 29th.

STEAMERS EXPECTED.

The Ocean Steamship Co.'s steamer *Patroclus*, from Liverpool, left Singapore on the 6th inst., and is expected here on the 14th.

The Austro-Hungarian Lloyd S. N. Co.'s steamer *Maria Teresa*, from Trieste, left Singapore on the 8th instant, and may be expected here on or about the 14th.

The steamer *Waverley*, left Singapore on the 9th instant, and is expected here on the 15th.

The Ben line steamer *Bentley*, left Singapore on the 10th instant, and expected here on the 16th.

The P. & O. S. N. Co.'s steamer *Kashgar*, left Bombay on the 7th instant, and is expected here on the 24th.

Shipping.

ARRIVALS.

KONG BENG, British steamer, 861, R. Jones, 9th August—Bangkok 31st July, Koh-sichang 2nd August, and Hoihow 8th, Rice and General—Yuen Fat Hong.

WHAMPOA, British steamer, 1,001, G. Fawcett, 10th August—Fochow 8th August, General—Butterfield & Swire.

GLENDOWER, British steamer, 1,600, J. A. Hodd, 10th August—Batavia 1st July, Petroleum—Jardine, Matheson & Co.

SOOCHOW, British steamer, 327, T. Rowin, 10th August—Pakhoi 7th August, and Hoihow 9th, General—Chinese.

FOKSEN, British steamer, 509, J. Lewis, 10th August—Tamsui 5th August, Amoy 8th, and Swatow 9th, General—D. Laprak & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Ningpo, British steamer, for Shanghai.

Trilou, German steamer, for Saigon.

Tannadice, British steamer, for Port Darwin &c.

DEPARTURES.

August 9, *Aron*, Norwegian bark, for Lebo.

August 9, *Halphong*, British steamer, for Swatow.

August 10, *Patroclus*, German steamer, for Saigon.

August 10, *Binary*, British str., for Shanghai.

August 10, *Victoria*, British str., for Nagasaki.

August 10, *Triumph*, German str., for Tourn.

August 10, *Heuer*, German steamer, for Tientsin &c.

August 10, *Actio*, Danish steamer, for Hoihow.

PASSENGERS-ARRIVED.

Per *Kong Beng*, str., from Bangkok, &c.—77 Chinese.

Per *Fokien*, str., from Tamsui, &c.—Mrs. J. Dickie, and 95 Chinese.

DEPARTED.

Per *Actio*, str., for Hoihow.—28 Chinese.

Per *Halphong*, str., for Swatow, &c.—1 European and 150 Chinese.

REPORTS.

The British steamer *Glendower* reports that she left Batavia on the 1st ultimo. Had favourable weather all the way.

The British steamer *Whampoa* reports that she left Fochow on the 8th instant. Had light winds and cloudy weather. In Fochow, the steamships *Changsha* and *Profrontis*.

The British steamer *Fokien* reports that she left Tamsui on the 5th instant, and experienced strong south-west winds and high sea to Amoy. Left Amoy on the 8th, and Swatow on the 9th. From Amoy to Swatow had light variable winds and bazy weather, and from Swatow to Chong Point variable winds and passing showers; thence to port moderate north-east breeze with heavy, south-west swell and cloudy weather. In Amoy, the steamships *Haitan*, *Hailong*, and *Formosa*. In Swatow, the steamships *Canton*, *Nanshan*, and *Norden*.

The British steamer *Kong Beng* reports that she left Bangkok on the 31st ultimo, and Koh-sichang on the 2nd instant. Had strong south-west winds and high sea with dull and cloudy weather to Pulo Obi, and to Cape Padaran had moderate south-west winds with dull and overcast sky; thence to Hoihow had light south wind to steady winds and fine clear weather. Left Hoihow on the 8th instant. Had light variable winds and very heavy rain. Clearing up towards morning had light variable winds with dull and cloudy weather to Hongkong.

Post Office.

A MAIL WILL CLOSE.

For Straits and Bombay.—Per *Stura*, tomorrow, the 11th instant, at 9.30 A.M.

For Port Darwin, Sydney, Melbourne, and Adelaide.—Per *Tannadice*, tomorrow, the 11th instant, at 3.30 P.M.

For Europe, &c.—Per *Mirzapore*, tomorrow, the 11th instant, at 5.00 P.M.

For Auckland, Dunedin, Christchurch, and Wellington.—Per *Whampoa*, on Sunday, the 12th instant, at 9.00 A.M.

For Europe, &c., Australia, India, via Madras.—Per *Tannadice*, on Thursday, the 16th instant, at 11.00 A.M.

For Yokohama and San Francisco.—Per *Gaelic*, on Saturday, the 18th instant, at 2.30 P.M.

SHIPPING IN HONGKONG.

STEAMERS.

BATAVIA, British steamer, 1,661, W. H. Walton, 30th July—San Francisco 25th June, Vancouver, B.C., 3rd July, Victoria, B.C., 4th, Yokohama 21st, and Kobe 24th, General—Adamson, Bell & Co.

CARDIGANSHIRE, British steamer, 1,623, Clarke, 9th August—Singapore 4th August, General—Adamson, Bell & Co.

CARISBROOK, British steamer, 973, R. Cass, 1st August—Saigon 28th July, Rice and Paddy—Morris & Ray.

CHOY-SANG, British steamer, 1,993, C. B. Balmerie, 6th August—Whampoa 6th August, General—Jardine, Matheson & Co.

DUBURG, German steamer, 921, C. F. Bertelsen, 7th August—Saigon 3rd August, Rice and Paddy—Chinese.

FAME, British steamer, 117, A. Stopani—Hongkong and Whampoa Dock Co.

GALIC, British steamer, 4,209, W. G. Pearne, 4th August—San Francisco 11th July, and Yokohama 29th, Mails and General—O. & O. S. N. Co.

LENNOX, British steamer, 1,343, J. Thearle, 8th August—Saigon 4th August, General—Adamson, Bell & Co.

MIKE MAKU, Japanese steamer, 2,180, Pyne, 7th August—Kutchin 3rd August, Coal—Mitani Bussan Kaisha.

NAMOA, British steamer, 867, T. G. Pocock, 8th August—Fochow 5th August, Amoy 6th, and Swatow 8th, General—D. Laprak & Co.

PILOT FISH, British steamer, 161, A. Stopani—Hongkong and Whampoa Dock Co.

SOOCHOW, British steamer, 999, Hughes, 3rd August—Chiofo 28th July, and Swatow 2nd August & Peas and Bean Cake—Butterfield & Swire.

STURA, Italian steamer, 1,415, L. Cabozza, 2nd August—Singapore 27th July, General—Carlowitz & Co.

TANNADICE, British steamer, N. Shannon, 31st July—Sydney and July, via Moreton Bay, Keppel Bay, Townsville, Cooktown, Thursday Island 11th, and Port Darwin 21st, Coals and General—Russell & Co.

VELOX, German steamer, 636, W. Wolf, 6th August—Saigon 1st August, Rice and Paddy—Ed. Schellhaus & Co.

SAILING VESSELS.

ADOLPH, German bark, 867, E. Westergaard, 5th August—Hamburg 19th April, General—Order.

COMET, German ship, 1,833, Kaupmann, 17th July—Cardiff 4th April, Coals—Order.

ERLEKORNI, Chinese bark, 457, Oplum Examination hulk, Sinoeaters' Island—Chinese Customs.

ESCOR, American bark, 636, R. G. Waterhouse, 15th July—Illoilo 3rd July, General—Chinese.

GRANITE STATE, American ship, 1,685, Wm. Ross, 19th July—New York 12th April, Oil—Order.

G. H. WAPPAUS, British bark, 532, Engleson, 21st July—Tientsin 29th June, Bones—Butterfield & Swire.

HYDRA, Danish bark, 786, C. Christensen, 6th July—Hamburg 11th March, General—Arnhold, Karberg & Co.

JOHN NICHOLSON, British bark, 685, W. Quino, 8th July—London 1st March, General—Melchers & Co.

LUCIA, British bark, 640, Wood, 5th August—Freemantle (W. Australia) 11th July, Sandalwood—Order.

NIVE GRAY, British ship, 1,252, W. B. Butler, 1st August—Samarang 20th July, Ballast—Order.

SACHEM, American ship, 1,311, J. L. Barlett, 29th June—Cardiff 17th March, Coal—P. & O. S. N. Co.

SPINAWAY, British sch., 325, J. Garrick, 23rd June—Sharks Bay 20th May, Sandalwood—Stemmen & Co.

TA HONGKONG, Siamese ship, 639, M. Steinberg, 7th August—Bangkok 25th July, General—H. Hong L.

YOUNG SIAM, Siamese bark, 79, G. Kock, 16th June—Pai back, General—Chinese.

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Zambesi	Vancouver	August 10th.	Adamson, Bell & Co.
Patroclus	Liverpool	August 12th.	Butterfield & Swire.
Maria Teresa	Trieste	August 14th.	Austro-Hung. Lloyd's Co.
Melbourne	Marseilles	August 14th.	Messageries Maritimes.
Waverley	Singapore	August 15th.	Adamson, Bell & Co.
Bentley	Singapore	August 16th.	Gibb, Livingston & Co.
Port Adelaide	Vancouver	August 18th.	Adamson, Bell & Co.
Kashgar	Hombay	August 24th.	P. & O. S. N. Co.
Parthia	Vancouver	August 29th.	Adamson, Bell & Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal.	Mirzapore	P. & O. S. N. Co.	Aug. 12th, daylight.
London, via Suez Canal.	Sarpedon	Butterfield & Swire.	To-morrow, daylight.
Marseilles, via Saigon, &c.	Inouduy	Messageries Maritimes.	Aug. 16th, at noon.
Bremen, & Ports of Call.	Bayern	Melchers & Co.	Aug. 30th, at 10 a.m.
Trieste, via Straits, &c.	Maria Teresa	Austro-Hung. Lloyd's Co.	Aug. 18th, at noon.
San Francisco, via Y'hama	City of New York	Pacific Mail S. S. Co.	Aug. 29th, at 3 p.m.
San Francisco, B.C., via K. &c.	Gaelic	O. & O. S. S. Co.	Aug. 18th, at 3 p.m.
Vancouver, B.C., via K. &c.	Batavia	Adamson, Bell & Co.	Aug. 16th, at 3 p.m.
Sydney and Melbourne	Mogul	Gibb, Livingston & Co.	About Aug. 15th.
New Zealand Ports	Whampoa	Butterfield & Swire.	To-morrow, at 4 p.m.
Singapore, Penang, &c.	Stura	Carlowitz & Co.	Aug. 12th, daylight.
Yokohama, via N'saki &c.	Malwa	P. & O. S. N. Co.	About August 21st.
Nagasaki, Kobe, &c.	Gonganshire	Adamson, Bell & Co.	To-day.
Shanghai	Soochow	Butterfield & Swire.	August 13th.
Shanghai, Kobe, &c.	Cathay	P. & O. S. N. Co.	Quick despatch.
Shanghai, via Amoy	Melbourne	Messageries Maritimes.	About August 15th.
	Patroclus	Butterfield & Swire.	August 14th.

Intimations.

W. POWELL & CO.
HOUSEHOLD REQUISITES.
BASS BROOMS, Hair Brooms, Corn Brooms, Banister Brushes, Scrubbing Brushes, Stove Brushes, &c. &c.
Sieves, Coffee Mills, Waffle Irons, Gridirons, Broilers, Frying Pans, Kitchen Stoves, Standard Oil Fuel for Stoves, &c. &c.
CUTLERY.—Knives, Forks, Spoons, Fish Carvers, Ham Slicers, Soup Ladles, Toddy Laddies, Champagne Knives, Beer Cocks, Wine Taps, &c. &c.
ELECTRO PLATED WARE.—Cruets, Butter Dishes, Marmalade, Jam and Pickle Jars, Ice Jugs, Ice Pails, Sugar Basins, Cream Jugs, Card Trays, &c. &c.
FURNISHING OF EVERY DESCRIPTION.
W. POWELL & CO.
Hongkong, 31st July, 1888.

INTIMATION.

F. Blackhead & Co.,
SHIP-CHANDLERS, SAIL-MAKERS,
AND
PROVISION MERCHANTS,
NAVY CONTRACTORS,
AND
GENERAL COMMISSION AGENTS
No. 11, Praya Central
(Opposite Padder's Wharf).

SOLE AGENTS for

RAHTJEN'S GENUINE COMPOSITION

FOR THE BOTTOMS OF IRON SHIPS

CARBOLINEUM AVENARIUS

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